Montana | 2004

Transportation Facts

Montana
Department of Transportation

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Montana Department of Transportation

November 2004

For more information about the Fact Book contact:
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

(406) 444-6201
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Web Site: www.mdt.state.mt.us

Table of Contents

Greetings,

If you want to learn about transportation in Montana, the 2004 edition of the Montana Transportation Fact Book is the publication for you.

This booklet contains information on everything from the number of employees we have to the roads and public airports we oversee. It also contains information on our funding sources/categories, our strategic business plan, our operating systems and Montana's public transit system.

In addition, the fact book provides information on crash rates and safety issues of vital importance to Montana, including the need for open container, graduated driver's license, and primary seat belt laws in our great state.

I hope you find the enclosed facts and figures helpful. If you need any additional information, please visit our Web site at www.mdt.state.mt.us or contact my office at (406) 444-6201.

Thank you for letting us serve you.

Dave Galt
Director
Montana Department of Transportation

Number of MDT Employees (as of Oct. 12, 2004)

2,032	Total
1,949	Regular (includes full-time and part-time regular)
83	Temporary/Seasonal

Number of MDT Employees 20 Years Ago

1,694	Total
1,496	Full-time
198	Other than full-time (includes temporary)

Source: Montana Administration Department, Personnel Division

How to Contact Us

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Phone: 444-6201
TTY: 444-7696 or 800-335-7592
Fax: 444-7643
Web Site: www.mdt.state.mt.us

Road Report Information

Dial 511 for 24-hour real-time information including winter driving conditions, weather forecasts, construction information, road closures, major delays, and weight and speed limit restrictions.

800-226-ROAD (226-7623) or 800-335-7592 (TTY)
for statewide road conditions
Web Site: www.mdt.state.mt.us/travinfo

Motor Carrier Services

Phone: 444-7638
E-mail: mdtmcscontact@state.mt.us
Web Site: www.mdt.state.mt.us/mcs

To Order Highway Maps
Phone: 444-6119
Web Site: www.mdt.state.mt.us/travinfo/maps

Bicyclist/Pedestrian Information
Phone: 444-9273
Web Site: www.mdt.state.mt.us/tranplan

Tourist Information
Phone: 800-VISITMT (847-4868) or 406-841-2702 (TTY)
Web Site: www.visitmt.com

MDT Rail, Transit and Planning Division
Phone: 444-3423 or 800-714-7296
Web Site: www.mdt.state.mt.us/tranplan

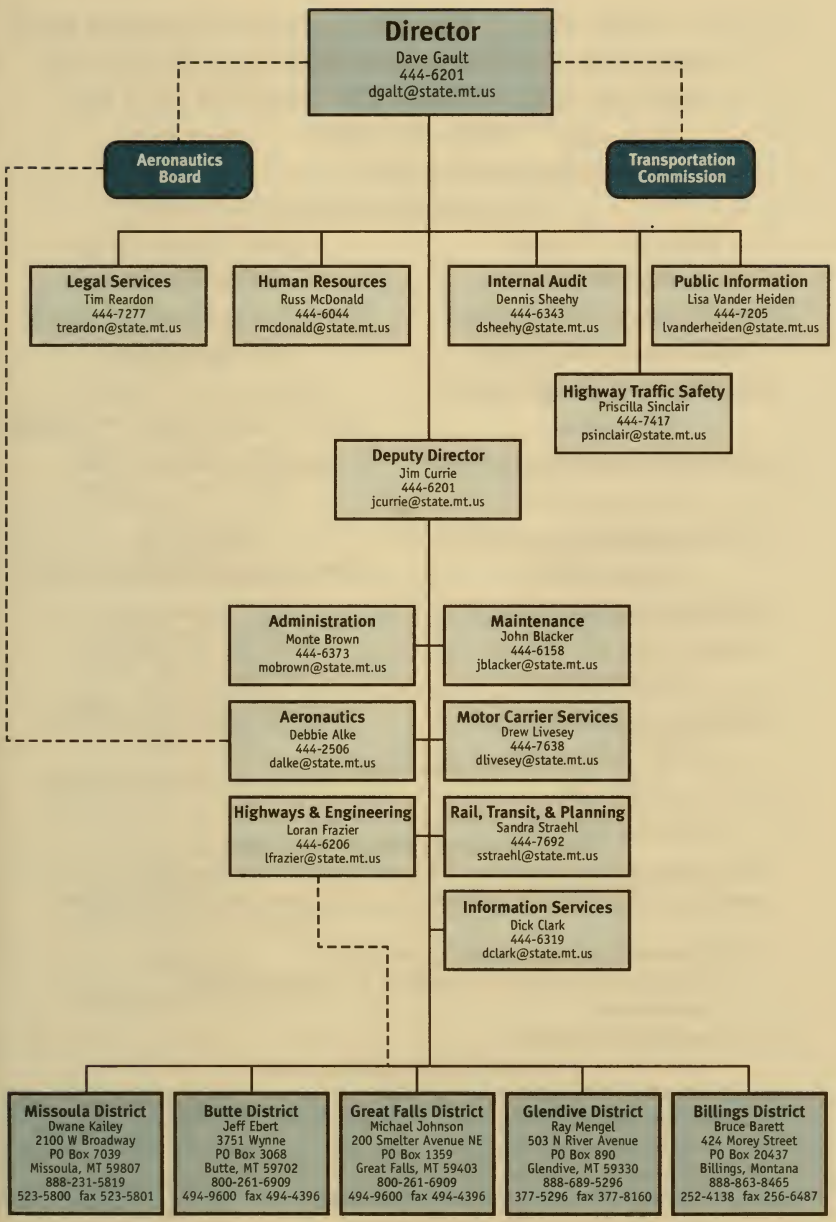
MDT Aeronautics Division
Phone: 444-2506
Web Site: www.mdt.state.mt.us/aeronautics

Federal Highway Administration
Montana Division Office
2880 Skyway Drive
Helena, MT 59602
Phone: 449-5302

MDT's Mission Statement

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

MDT Organizational Chart



Transportation Commission Members

District 1
Kevin Howlett
PO Box 153
Arlee, MT 59821
745-3525
yconco@thhs.cskt.org

District 2
Shiell Anderson* (Chairman)
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Livingston MT 59047
222-1164
shiell@mcn.net

District 4
Nancy Espy (Vice Chairman)
PO Box 326
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436-2588
espy@midrivers.com

District 3
Dan Rice*
511 Central Avenue West
Great Falls, MT 59404
727-7500
drice@transystemsllc.com

District 5
Meredith Reiter*
1780 Sylvan Lane
Billings, MT 59105
245-7474
jmreiter18@hotmail.com

*Term expires January 2005

Montana Transportation Commission

The Transportation Commission is a quasi-judicial board consisting of five members, each of whom is appointed by the Governor for a four-year term.

The Commission's major duties are as follows:

- selection/prioritization of projects for construction and maintenance.
- awarding of contracts.
- allocation of Federal-aid highway funds.
- designation of highways by system.
- designation of special speed zones and maximum speeds on bridges and overpasses.
- designation of access control highways or facilities.
- resolution of outdoor advertising appeals.
- abandonment of highway right-of-way.

Aeronautics Board Members

John Rabenberg (Chairman)
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Fort Peck, MT 59223
525-3318

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fbass@tein.net

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259-4059
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George Warner*
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683-6405
warner@bmt.net

*Term expires January 2005

Montana Aeronautics Board

The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor for a four-year term. The Board acts in an advisory capacity to the Department and has statutory authority over allocation of airport development loan and grant funds and pavement preservation grant funds. The nine members represent various facets of the industry, and at least one member of the Board must be an attorney licensed to practice law in Montana.

Financial

- Maximize revenue streams and explore innovative financing options
- Deliver cost-effective transportation programs and services to the citizens of Montana
- Ensure investment decisions consider policy directions, customer input, available resources, system performance, and funding levels

Customer

- Enhance traveler mobility by providing a save and efficient multimodal transportation system that supports Montana's economy and is sensitive to the environment
- Reduce fatal and injury crash rates
- Develop and maintain positive relationships with MDT customers through communication and responsiveness
- Implement the policy goals and actions of *TranPlan* 21 and the other policy initiatives to support commitments to MDT's customers

Internal Business

- Continuously strive to improve the effectiveness and efficiency of operations and processes

- Support MDT's Strategic Business Plan through annual performance plans and performance appraisals for all employees

- Provide a safe and healthy workplace for employees through education and compliance

Learning and Growth

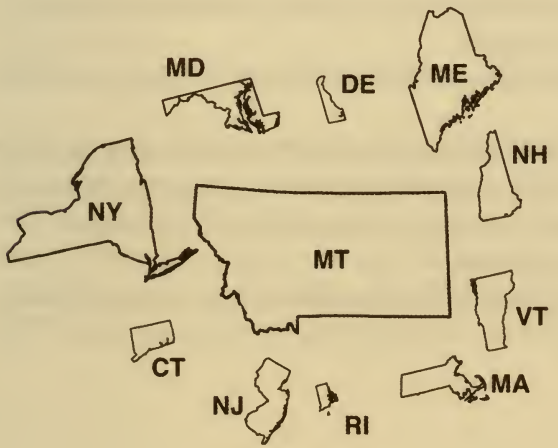
- Maintain an effective work force by attracting, hiring, and retaining qualified employees

- Use information technology cost effectively to improve efficiency of programs and processes and support changing business needs

- Consistently communicate standards, guidelines, policies, and expectations throughout MDT

- Montana is larger than the combined area of 10 North-Atlantic states, yet it has only 2% of the combined population of those states.
- 53 of Montana's 56 counties are larger than Rhode Island.
- It is farther by highway from Yaak to Alzada (774 miles) than it is from Washington D.C. to Chicago, Denver to Las Vegas, Seattle to Reno, Atlanta to Chicago, Jacksonville to Washington D.C., and San Francisco to Salt Lake City.
- There are nearly 70,000 miles of public highways and roads in Montana. The Montana Department of Transportation is responsible for maintaining over 10,800 miles of highway and about 2,100 bridges.
- Motor vehicles on Montana's public roads traveled an estimated 10,897,000,000 miles in 2003.
- The busiest spot on Montana's roadways is on Main Street in Billings between 6th Avenue and Airport Road where average daily traffic was 46,540 vehicles per day in 2003.
- Billings has the most public road mileage of any city in Montana with 456 miles. Rexford has the least with 1.4 miles.
- Flathead County has the most public road mileage of any county in Montana with 2,516 miles. Treasure County has the least with 316 miles.
- In 2002, 77.9% of Montana's highway vehicle miles traveled were outside of our 15 urban areas. This is the highest level of rural travel in the U.S.
- Montana had 1.48 vehicles (private and commercial) per driver in 2002, the same as North Dakota. Only four other states: Wyoming (1.92), Iowa (1.64), Idaho (1.5), and Minnesota (1.49) had more vehicles per driver than Montana and North Dakota.
- Over 82% of all manufactured goods are moved in and out of Montana by truck.

- 93% of Montana's agricultural products are shipped out of state by rail.
- In 2003, Montana's public transit systems provided 3,291,222 rides.
- Montana has 15 state-owned airports, 118 public-use airports, and over 350 private-use airports.
- MDT produces the official Montana Highway Map in cooperation with Travel Montana. Nearly 1.2 million copies of the 2003-2004 map were printed.
- MDT weighed 617,242 trucks in state fiscal year 2004.
- MDT has 127 maintenance crews located throughout the state. During fiscal year 2004, MDT crews covered 3,219,508 miles of road while plowing, sanding, and applying deicing chemicals.
- In fiscal year 2004, MDT crews spread 424,403 cubic yards of sand and 4,754,998 gallons of deicer.
- Montana's first Highway Commission was created in 1913. It included three members and had a yearly budget of $5,000. At that time, prison inmates constructed roads.



Interstate Maintenance (IM)*
This program finances projects to rehabilitate, restore, resurface, and reconstruct the Interstate Highway System.
(FFY 2004 federal funding allocation: $48.6 million)

National Highway (NH)**
National Highway funds can be used for projects on Interstate Highways and other principal arterial routes on the National Highway System (NHS).
(FFY 2004 federal funding allocation: $69.3 million)

Surface Transportation Program (STP)
Funds in this program can be used to improve any highway that is eligible under state law and not functionally classified as a local or rural minor collector. Bridge and safety projects financed under this program may be located on any public road.

- **Surface Transportation Program Primary (STPP)****
  STPP funds are used to preserve, restore, or reconstruct roads and bridges on Montana's Primary Highway System.
  (FFY 2004 federal funding allocation: $46.49 million)

- **Surface Transportation Program Secondary (STPS)****
  Funds in this program are used to preserve, restore, or reconstruct roads and bridges on the Secondary Highway System.
  (FFY 2004 federal funding allocation: $20.9 million)

- **Surface Transportation Program Urban (STPU)****
  This program provides funding for improvements on Montana's Urban Highway System in Montana's 15 urban areas. Funds are typically used to construct new facilities; resurface, restore, and rehabilitate existing facilities; improve operations; and for bicyclist facilities and pedestrian walkways.
  (FFY 2004 federal funding allocation: $7.1 million)

- **Surface Transportation Program for Other Routes (Off-System) (STPX)****
  "Other routes" includes highways the state maintains that are not minor collectors or local roads and are not on a defined highway system.
  (FFY 2004 federal funding allocation: $1 million)

- **Surface Transportation Program Hazard Elimination Program (STPHS)*****
  The STPHS Program funds safety improvements at high-hazard accident locations on public roads. Proposed projects are prioritized according to a benefit/cost ratio.
  (FFY 2004 federal funding allocation: $6.12 million)

- **Surface Transportation Program Rail/Highway Crossing: Protective Devices Program (STPRP)*****
  Half of the STPRP funds are used to install new signals, and the remaining funds are used to upgrade existing signals. Projects are selected by identifying high-hazard sites.
  (FFY 2004 federal funding allocation: $2 million)

- **Surface Transportation Program Rail/Highway Crossing: Elimination of Hazard Program (STPRR)*****

  Money from this program goes to sites where only grade separation will eliminate an identified hazard or where an existing grade separation needs to be rehabilitated or replaced. These funds are distributed based on need. (Montana received no federal funding for this program in FFY 2004)

- **Surface Transportation Enhancement Program (STPE)**

  In Montana this program is known as the Community Transportation Enhancement Program (CTEP). Projects eligible for STPE funding include bicyclist and pedestrian facilities, historic preservation, and scenic beautification. This unique Montana program allocates funds to local and tribal governments according to a formula based on population. Projects are selected by local and tribal officials. For this program, the matching share (13.42%) comes from local and tribal governments and not the state. The federal government provides the remaining 86.58%.
  (FFY 2004 federal funding allocation: $4.7 million)

Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

The federal funds available under this program finance transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, street sweepers, synchronizing traffic signals, bicyclist/pedestrian projects, intersection improvements, travel demand management strategies, and traffic flow improvements.

(FFY 2004 federal funding allocation: $6.74 million)

Federal law allows states significant flexibility in using CMAQ funds. MDT, for example, directs a portion of its annual allotment to the Montana Air and Congestion Initiative (MACI) Program to improve Montana's air quality and decrease congestion.

Bridge Replacement and Rehabilitation Program (BR)**

This program helps pay for rehabilitating and replacing deficient bridges.

(FFY 2004 federal funding allocation: $16.3 million)

State Funded Construction (SFC)
SFC funds come entirely from the state highway special revenue account. The program funds projects to preserve the condition and extend the service life of roads on the various highway systems.

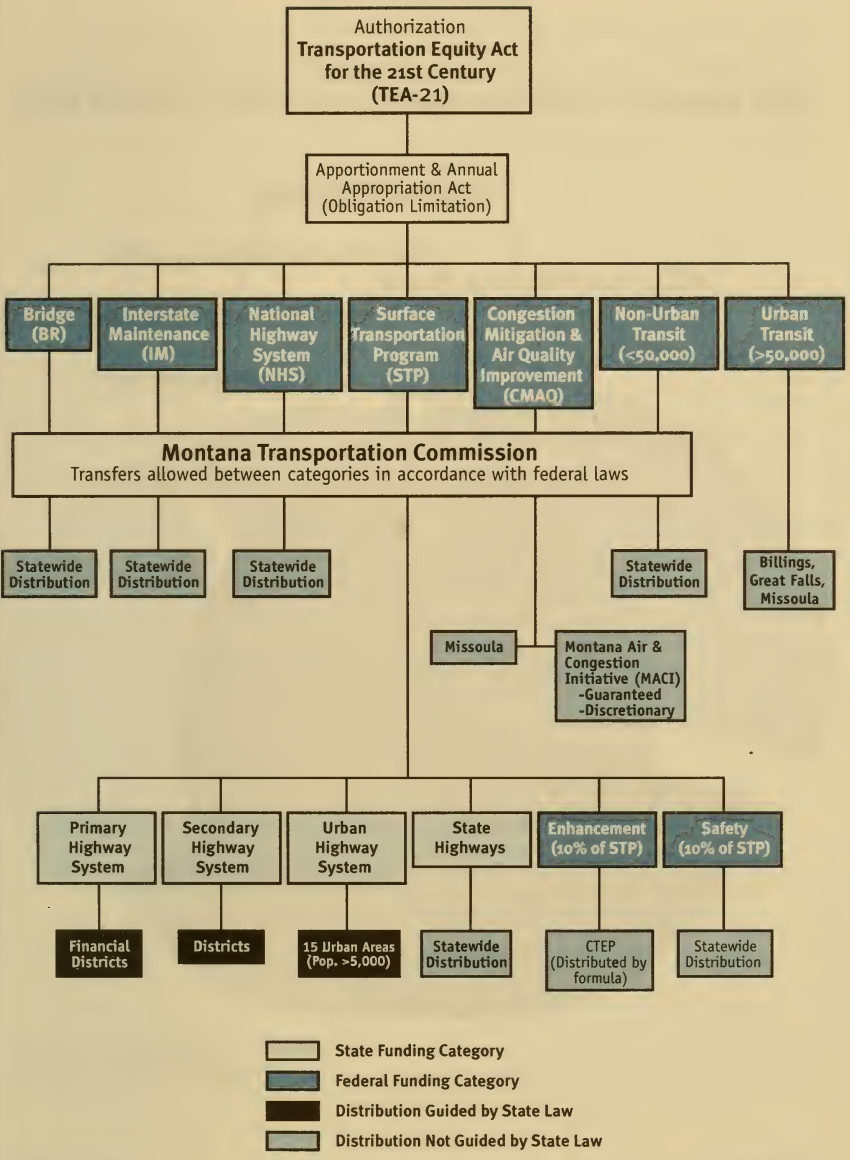
In FFY 2004 the federal government allocated a total of $241.16 million in transporation funding to Montana. (This total includes $5.2 million for MDT annual statewide programs such as training and maintenance, $5.55 million for highway planning and research, and $1.16 million for metropolitan planning.)

Sources:
STIP 2004-2006, Statewide Transportation Improvement Plan, Final Version; September 2003

Transportation Funding Categories, September 2002

*Federal Share: 91.24%
State Share: 8.76%
**Federal Share: 86.58%
State Share: 13.42%
***Federal Share: 90%
State Share: 10%
****Federal Share: 80%
State Share: 20%

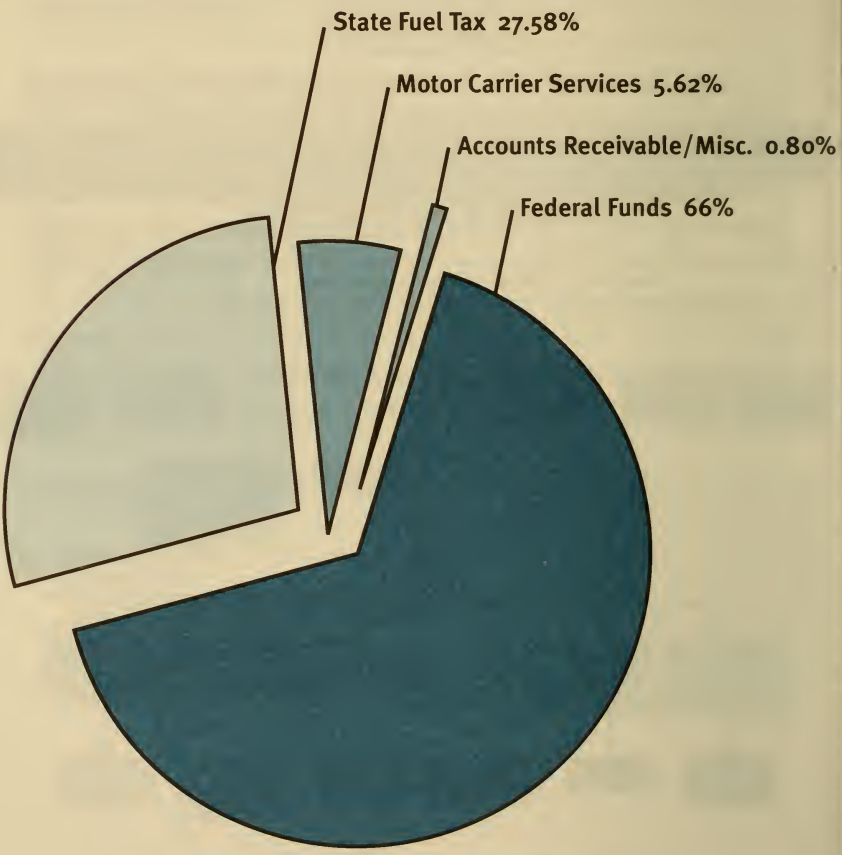
Funding Flow for Federal Transportation Funds



Source:
Policy and Program Analysis, September 2002

Highway Program Revenue Sources
Fiscal Year 2003

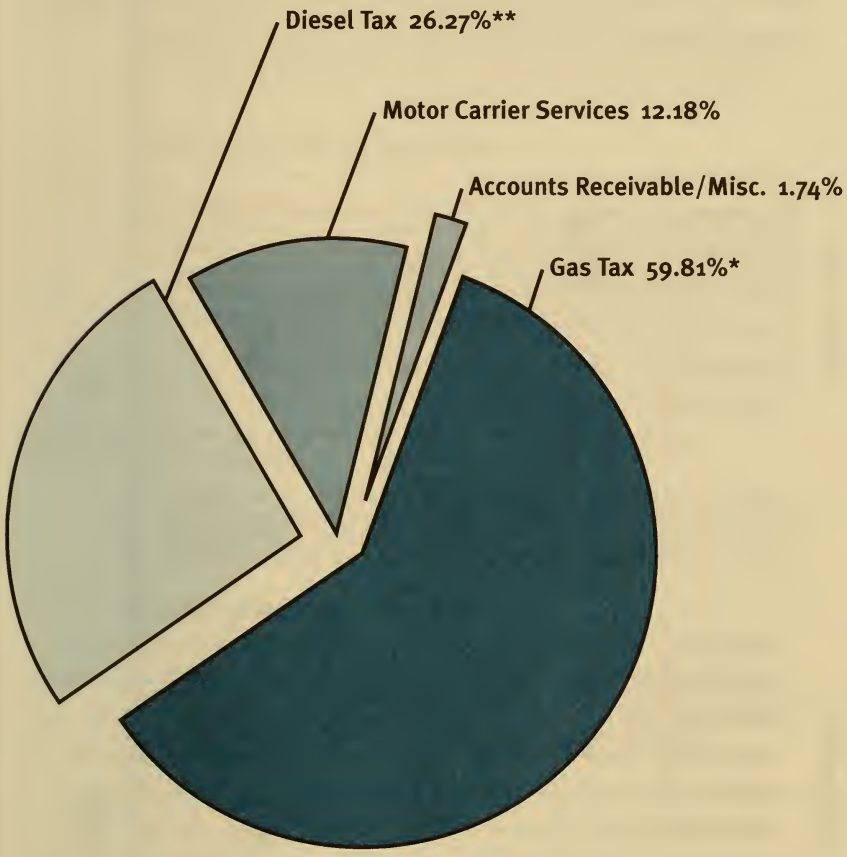
Total Revenue = $475,662,916.05



Source:
MDT Administration Division

State Fuel Tax and Gross Vehicle Weight Revenues
Fiscal Year 2003

Total Revenue = $219,323,155.62

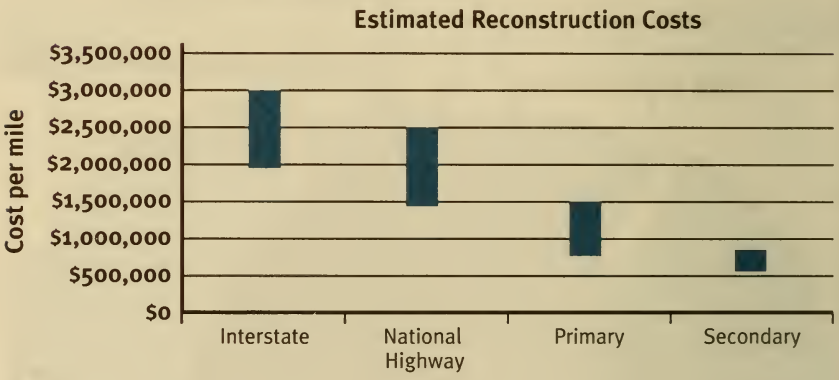


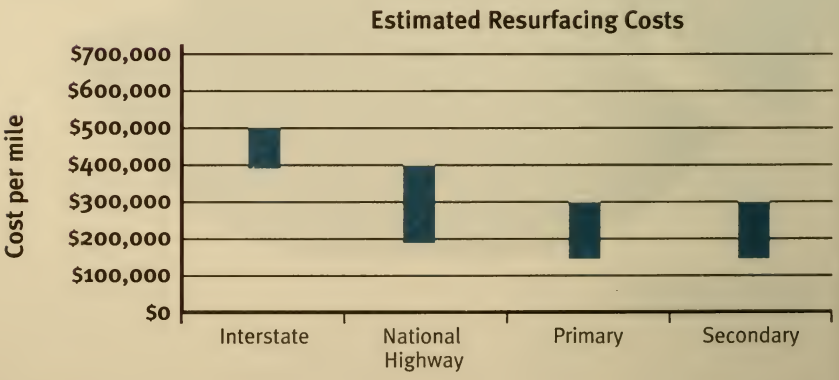
*Gas Tax = $0.27 per gallon
**Diesel Tax = $0.2775 per gallon

Source:
MDT Administration Division

What Does It Cost to Improve Montana's Roads?

Below are the estimated construction costs per mile by system and type of improvement. Estimated costs are based on a combination of past project costs and engineering judgment. It should also be noted that the price of building a road varies with the terrain. It costs more to build roads in the mountainous areas of western Montana than in the prairies of eastern Montana.





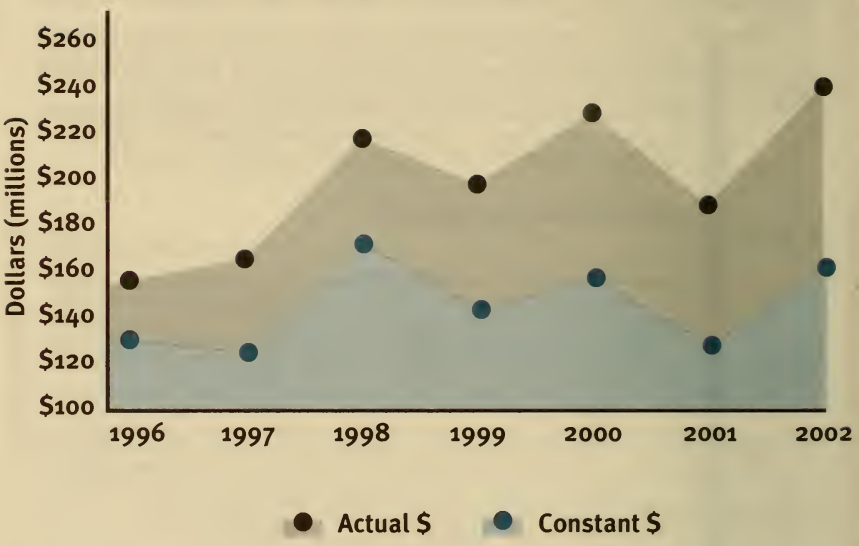
Source:
Project Analysis Bureau

How Long Does It Take to Build a Road?

Building a major road project involves years of research, planning, design, engineering, and budgeting. It can take seven to eight years to complete a major road project.

Year 1	**Development Phase – 12 months** MDT receives project nominations from the public, local governments, management systems, and districts; analyzes and reviews proposals; adds them to the Statewide Transportation Improvement Program for public comment; reviews comments; evaluates funding; sends proposals to the Transportation Commission for approval; sends approved projects to FHWA asking for permission to proceed.
Year 2	**Survey Phase – 8 to 24 months** MDT conducts surveys and a preliminary field review; produces necessary studies and reports (preliminary environmental, biological impact, engineering, right-of-way, traffic noise impact, air quality, traffic, bridge size, soils, hydraulics); advertises and holds public hearings; establishes alignment and grade; sends out letter of intent; addresses environmental concerns; and starts preparing plans.
Year 3	
Year 4	**Design Phase – 15 to 24 months** MDT develops detailed designs taking into account electrical plans, bridge and hydraulic structures, signing, pavement markings, and erosion control; performs additional studies on water quality, hazardous materials, and irrigation; holds formal public hearings.
Year 5	
Year 6	**Right-of-Way Phase – 6 to 12 months** The right-of-Way Bureau obtains regulatory permits and negotiates agreements with property owners,railroads, and utility companies; other bureaus produce final plans, stake the center line, perform environmental mitigation, and check plans.
Year 7	**Construction Phase – 8 to 24 months** MDT advertises for bids and determines if the contractors have met all requirements. The bids are let and the Transportation Commission awards the contract. Construction begins.
Year 8	

Construction Cost Trends



Based on 1987 base year
Actual dollars from MDT contract letting amounts

Construction cost trend from FHWA Table PT-1

Montana's Highway System

Montana's Highway Systems

Montana's public highways and streets are placed on federal- and state-designated systems for the purpose of allocating highway funds.

Federally Designated Highway Systems

The National Highway System (NHS) includes the Interstate System as well as other principal arterial routes important to the nation's economy, defense, and mobility.

State-Designated Highway Systems

Primary Highway System highways are either principal or minor arterials designated by the Transportation Commission.

Secondary Highway System highways are either minor arterials or major collectors designated by the Transportation Commission after consulting with boards of county commissioners.

Urban Highway System highways and streets are urban arterials or collectors in or near incorporated cities with populations over 5,000 and within urban boundaries. They are selected by the Transportation Commission in cooperation with local government authorities.

State highways are not located on a defined highway system but are on the state maintenance system.

Source:
A Guide to Functional Classification, Highway Systems and Other Route Designations in Montana, February 2004.

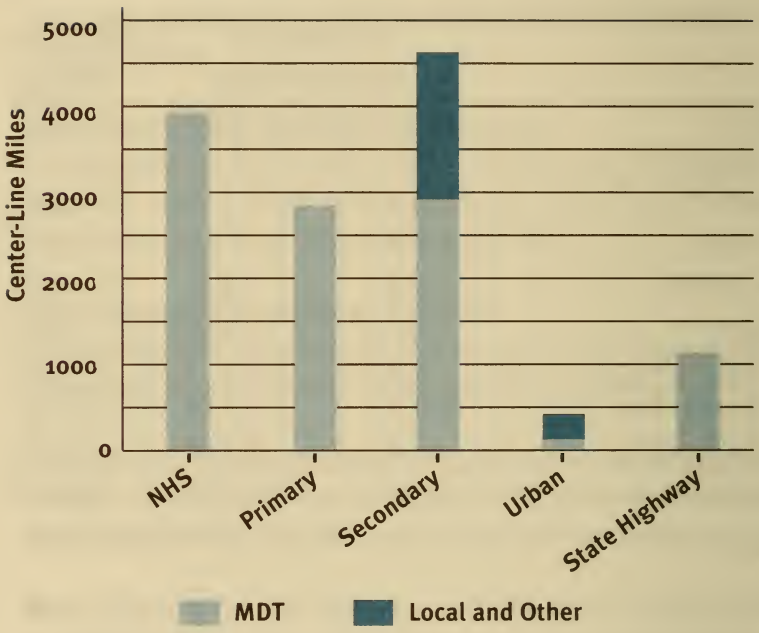
Center–Line Mileage and Maintenance Responsibility by System

	Maintenance Responsibility		Center-Line Mileage
System	MDT	Local or Other	Total
On-System			
NHS*	3,879	0	3,879
Primary	2,806	9	2,815
Secondary	2,853	1,835	4,688
Urban	107	284	391
State Highways	1,174	0	1,174
On-System Total	10,819	2,128	12,947
Off-System Total	0	56,508	56,508
Total (maintenance responsibility)	**10,819**	**58,636**	**69,455**

*MDT has maintenance responsibility for 5.022 miles on US 191 in Yellowstone National Park in Wyoming

Source:
Road Inventory & Mapping Section, April 2004

On-System Maintenance Responsibilities

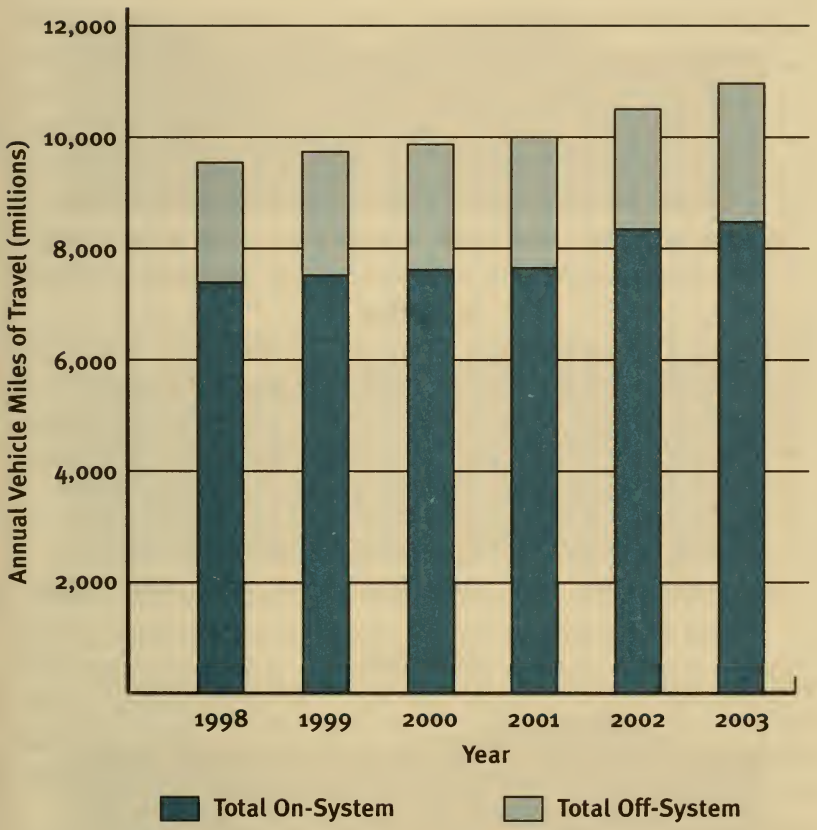


Off-System Maintenance Responsibilities

Off-system maintenance is the responsibility of local governments and other road management agencies such as the Forest Service, Park Service, and tribal governments. Together these governments and agencies maintain 58,636 center-line miles of roadway.

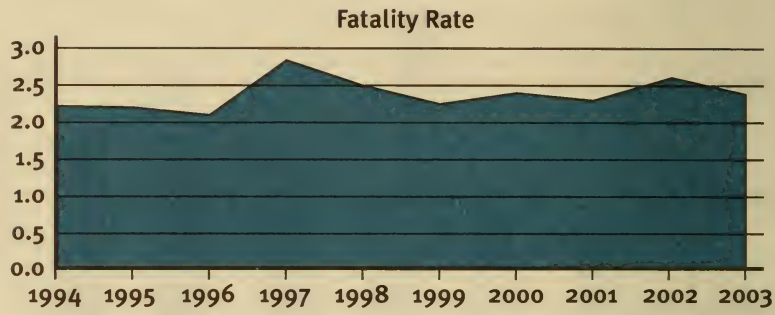
Source:
Road Inventory & Mapping Section, April 2004

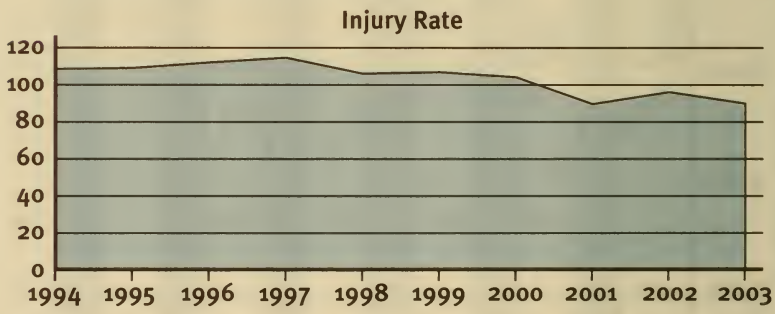
Statewide Annual Vehicle Miles of Travel

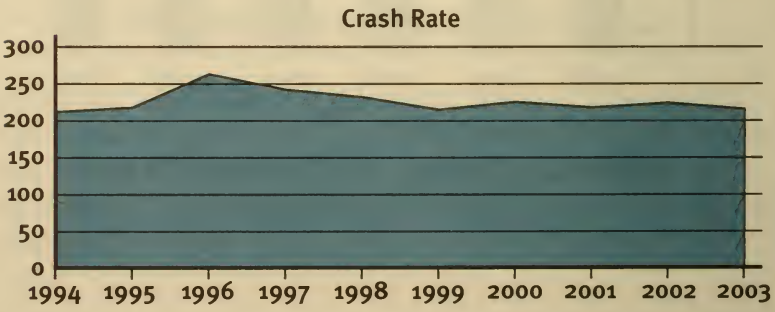


Source:
Traffic Data Collection Section, October 2004

Statewide Accident Rates
(Per 100 Million Miles Traveled)







Source:
Transportation Information System & Traffic Data Collection Section

Open Container Law

In 2002, Montana had the highest rate of alcohol-related traffic deaths in the nation. Open-container laws, which prohibit the possession of any open alcoholic beverage container in the passenger area of a motor vehicle, are an important tool in the fight against impaired driving. Crash data shows that states with open-container laws have significantly fewer alcohol-involved fatal and single-vehicle crashes than states that do not. Under federal law, states that fail to enact and enforce conforming open-container laws will lose a portion of their Federal-aid highway construction funds. Under current law, those funds will be transferred to drinking and driving countermeasures programs, law enforcement, and hazard elimination.

As of late 2004, federally mandated open-container legislation is pending in Congress. If passed, Montana will be faced with a hard sanction and lose Federal-aid highway funds if it does not have an open-container law.

Primary Seat Belt Law

Primary seat belt laws allow law enforcement officers to stop vehicles and cite the occupants for not wearing a seat belt. Montana currently has a secondary seat belt law. Officers cannot stop a vehicle simply for a seat belt violation. They can write a seat belt citation only if they stop a driver for another reason and find that the occupants are not buckled up.

Data shows that in states with primary seat belt laws, the usage rate increases by about 10 percent. Although Montana has one of the highest usage rates of secondary states (80.9 percent), more than 70 percent of those killed in vehicle accidents in 2003 were not wearing seat belts. If seat belt usage in Montana surpassed 90 percent, an estimated 20 to 30 fewer fatalities would occur each year.

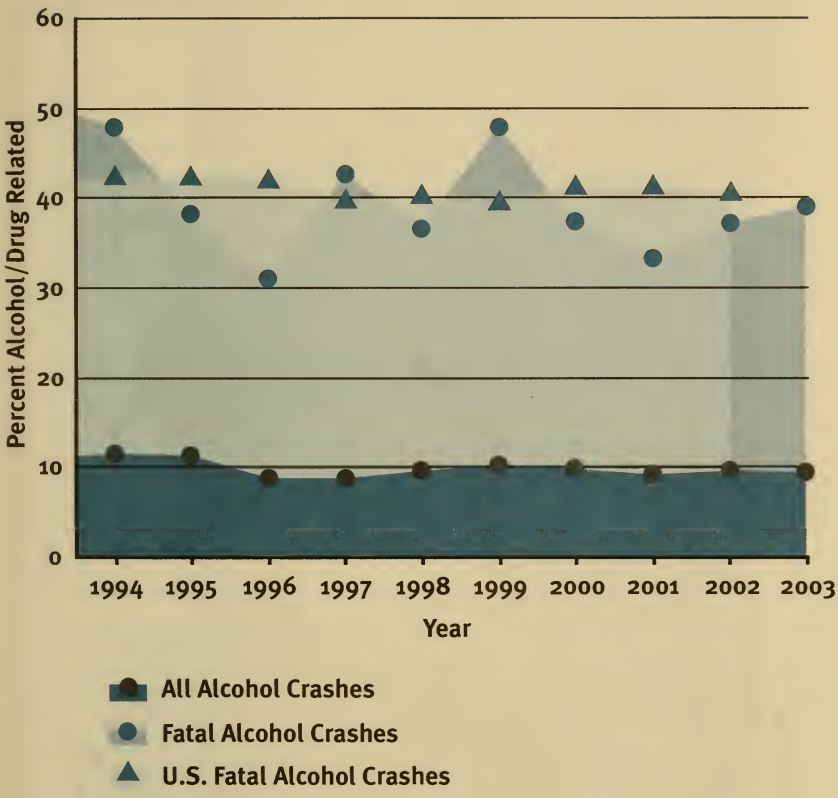
Graduated Driver's Licensing Law

A graduated driver's licensing law restricts driving for teenagers and removes these restrictions as the young driver gains experience. The restrictions generally limit nighttime driving, regulate the number of teenage passengers, and provide for limiting or suspending the licenses of teen drivers who drink or don't wear seat belts.

Montana teenage drivers are two to three times more likely to be in a crash than adult drivers. Inexperience, driving at night, and having passengers in the vehicle are some of the most common factors that increase the likelihood of crashes. States with graduated driver's licensing laws experience 5 to 25 percent reductions in teen crashes.

Source:
Highway Traffic Safety Office

Montana Alcohol-and Drug-Related Crashes

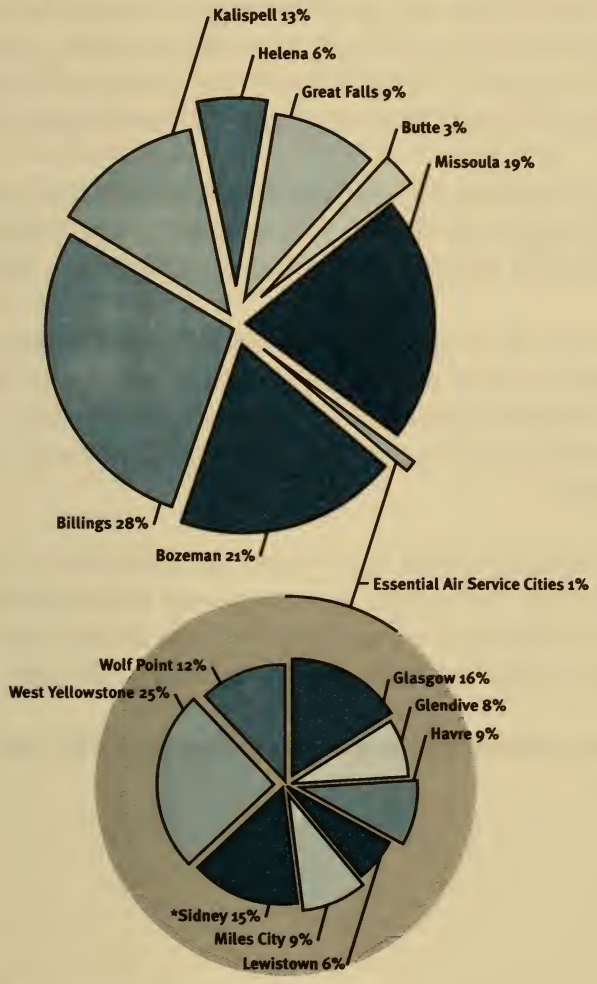


Source:
Transportation Information System & Traffic Data Collection Section

Intercity Passenger Transportation

2003 Enplanements
Commercial and Essential Air Service

Total Enplanements = 1,326,384



*Sidney Airport was closed for construction July/August 2003

Source:
Aeronautics Division

Airport Loan and Grant Program

The Montana Aeronautics Division Loan and Grant Program provides low-interest loans and grants to eligible airports for airport-related improvement projects. Any publicly owned, public-use airport is eligible to apply. Airports may submit retroactive applications for projects that are already started or completed.

Typical airport improvement projects include maintenance, pavement rehabilitation and construction, lighting, communications and infrastructure, terminal or pilot lounge construction, etc.

Grants can fund up to one-half of an airport's share of federal airport (NPIAS) project costs or 95 percent of the cost of non-federal or outside-supported projects. Aeronautics Division loans can fund up to 100 percent of the airport's share of any airport project.

Grants are primarily funded by a 2 cents per gallon tax on general aviation fuel. On average, Aeronautics has approximately $350,000 to disperse each year for grants. The amount available for loans varies but is usually approximately $250,000.

The Montana Aeronautics Board determines loan and grant recipients.

Aeronautics Division Pavement Preservation Grants

One quarter of every cent that scheduled passenger air carriers spend on aviation fuel taxes goes into an account devoted entirely to grants to Montana's air carrier airports. Any Montana airport with primary commercial (FAR part 121) air carrier service is automatically offered a pavement preservation grant. The amount available each year is divided evenly among all eligible airports. Pavement preservation grants are used solely for typical pavement preservation and related projects. Generally, the pavement preservation fund has approximately $100,000 available for grants each year.

Capital Assistance for the Elderly and Persons with Disabilities
Section 5310

This program provides transportation services that meet the special needs of the elderly and persons with disabilities. MDT currently has 82 recipients of this funding with an inventory of 165 vehicles. Successful applicants receive capital equipment that is 80 percent federally funded and matched with 20 percent local funds.

Financial Assistance for Rural General Public
Section 5311

The Section 5311 program offers operating and capital assistance to qualified organizations that provide transportation to the general public in areas outside of Montana's three urbanized areas.* Federal funds pay 50 percent of deficit operating costs and 80 percent of capital costs. The remaining 50 percent and 20 percent respectively must come from the local recipient. Montana has ten transit providers that receive this funding.

Transportation Assistance for the Disabled and Elderly (TransADE)

The TransADE program offers operating assistance to eligible organizations that provide transportation to the elderly and persons with disabilities. State funds pay 50 percent of the operating costs, and the remaining 50 percent must come from the local recipient. State law gives preference to applicants that develop a strong, coordinated system in their community or service area.

Rural Transit Assistance Program (RTAP)

RTAP funds are used to support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services.

All Montana rural transit providers receiving federal transit funding are eligible for these funds. Funds are also available to Montana's public transit operators in urbanized areas* as long as the activities are primarily designed and delivered to benefit nonurbanized transit providers. This program is 100 percent federally funded.

Metropolitan Planning and State Planning and Research Programs

Sections 5303 and 5313

These programs are the principal sources of federal financial assistance to help urban and rural areas plan, develop, and improve comprehensive public mass transportation systems.

Section 5313 funding is provided to transit agencies in rural and small urban areas for planning and technical support. The state allocates Section 5303 funds to Montana's three urbanized areas* for planning.

*Montana's three urbanized areas are Billings, Missoula, and Great Falls.

5311 Program
Public Transportation for Non-Urbanized Areas

Eagle Transit - Kalispell	48,196
Blackfeet Transit - Browning	25,474
Butte-Silver Bow Transit - Butte	99,659
Dawson County Transit - Glendive	11,688
Helena Transit Services - Helena	45,176
Central Montana Shuttle - Lewistown	18,478
Fort Peck Transportation System - Poplar	66,709
Big Dry Transit - Jordan	3,949
Powder River Transportation System - Broadus	5,599
Ravalli County Transit - Hamilton	6,896
Valley County Transit - Glasgow	33,774
Total	**365,598**

5307 Program
Mass Transportation for Urbanized Areas

Great Falls Transit District - Great Falls	528,108
Metropolitan Transit - Billings	724,343
Mountain Line Transit - Missoula	676,754
Total	**1,929,205**

5310 Program
Transportation Services for the Elderly and Disabled

Total	**996,419**

Source:
Transit Section, Public Transportation Management System,
2003 Data Report

Montana's Rail System

Montana's Rail Infrastructure & Volumes

Montana had approximately 3,343 miles of track in 2003 compared to over 4,800 miles in 1979. However, volumes have remained roughly the same in spite of the reduction in total miles of track.

Burlington Northern & Santa Fe (BNSF) Railway, Montana's largest freight carrier, operates on 2,185 miles of track.

Dakota, Missouri Valley & Western Railroad, Montana's shortest freight carrier, operates on only 56 miles of track in Montana.

The primary products shipped out of Montana by rail are grain, coal, and wood products.

Because of Montana's low population, geographic location, and lack of manufacturing industry, much of Montana's rail traffic is "bridge" traffic with origins and destinations outside the state. Most goods destined for Montana move by truck rather than rail.

The following figures are from 1999:

48% of Montana's freight rail traffic passes through from one state to another.

47% originates in Montana and is destined for another state.

4% originates in another state and is destined for Montana.

1% originates and terminates in Montana.

65% of BNSF's carloads carried coal.

80% of Montana's originating and terminating freight is carried by BNSF.

The following statistics are for 2003:

36,244,991 tons of BNSF freight originated in Montana which equals 332,398 rail cars.

2,676,436 tons of BNSF freight, or 36,070 carloads, terminated in Montana.

In 2003, Amtrak recorded 129,064 boardings and deboardings in Montana.

Montana Railroads

Class I Railroads
- Burlington Northern & Santa Fe (BNSF)
- Union Pacific (UP) [branch line from Idaho to Silver Bow]

Class II Railroads – Regional
- Montana Rail Link (MRL)

Class III Railroads – Local
- Central Montana Rail (CMR)
- Dakota, Missouri Valley & Western (DMVW)
- Rarus

Sources:
2000 Montana State Rail Plan Update by R.L. Banks & Associates
Multimodal Planning Bureau, April 2004

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